

Recognized Authority on  
Connellsville Coke Trade.

# Weekly Courier

Circulates Wherever Coke  
is Manufactured or Used.

VOL 33, NO. 40.

CONNELLSVILLE, PA., THURSDAY MORNING, APRIL 11, 1912.

EIGHT PAGES.

## Production and Output.

### NEW WAGE SCALE HURTS OPERATORS

**Some Merchant Operators  
Unable to Deliver on Con-  
tracts Except at Loss.**

### BUYERS WILL NOT RELENT.

**Replying to Suggestions of Price  
Changes They Point Out That They  
in Turn, Have Contracts to Meet  
Wage Increases Labor trouble.**

**CRY OF DISSOLUTION  
RUINS BIG BUSINESS**

**Charles M. Schwab, Says, Hysterical  
Over Trust-Busting Menaces  
Workmen.**

CLEVELAND, April 9.—Charles M. Schwab, head of the Bethlehem Steel Company told the Chamber of Commerce why big business should be allowed to stay big. They have appealed to the furnacemen to pay a proportionate advance, but the latter coolly reply that they have sold their 1912 output at prices based on their coke contracts and that they cannot therefore pay any advance price without paying it from their own pockets. The merchant operators are somewhat at sea. Their only hope lies in getting them to accept the old scale of wages and this hope is generally conceded to be vain. If the old wages are offered and the employees strike it is suggested that this would excuse deliverables. It is evident how or that it would close down the plants during a rather prosperous year. The equities of the situation are all with the merchant operators but the law lurks close to the other side. A long term contract has its risks and they are not confined to the profit or the loss side of the ledger.

There was very little change in coke production conditions last week. In the neighborhood of 400 additional ovens were fired and production increased 2,300 tons. Notwithstanding that shipments showed a decrease of 135 cars more coke was actually shipped out of the region than during the preceding week. The operators evidently realized the some of their cars were going underdelivered and took steps to rectify this. Our report shows that the loading last week increased half a ton per car as compared with the week before. The labor situation is improving very slowly. There is still a marked shortage at many plants and difficulty is experienced in getting the work done. The new scale of wages in effect April 1, however will undoubtedly have a beneficial effect on the labor supply. In due time the bottom has dropped out of the coal business. Car requirements have been almost in hand and the railroads are now in shape to fill all orders for coal cars for the first time since the boom started.

Production made a gain last week over the previous week of 2,323 tons, the total being 41,444 tons as compared with 39,111 tons. The production of the furnace ovens increased 1,591 tons the total being 255,732 tons as against 250,241 tons while the merchant ovens increased 832 tons their total being 155,723 tons as compared with 157,900 tons.

The running time was not quite as good as the preceding week dropping from 5.95 days to 5.9 days. The furnace ovens averaged 5.87 days as compared with 5.95 days while the average of the merchant ovens was 5.95 days as against a 5.8 days.

The 20,245 furnace ovens in operation ran seven days, 17.64 ran six days and 2.6 ran five days.

On the 11,932 merchant ovens in operation 11.68 ran six days, 3.26 ran five days and 8.9 ran three days.

Of the entire 32,235 ovens in operation 85 ran seven days, 22,022 ran six days, 3,032 ran five days and 81 ran four days.

Shipments fell off 135 cars as compared with the week before the total being 12,311 cars as against 12,450 cars. Shipments to Pittsburgh decreased 333 cars and to points west 7 cars with eastbound shipments made a gain of 300 cars.

The number of active ovens in the region was increased by the filing of the following ovens: Oliver No. 1, 10, Oliver No. 2, 21, Oliver No. 3, 10, Love, 32, Anna, 40, Quincy, 32, Martin, 16, Trevor Hill No. 2, 27 and scattering 11 total 195. And decreased by the blowing out of 20 at Mt. Praddock, 30 at Clarissa, 44 at Rovil and a scattering total 100 making a net increase of 37 ovens.

### MINE WORKERS' OFFICIALS READY TO MEET OPERATORS

**Important Conference Occurs in  
Philadelphia Today—J. P. White  
Hopes for Peace.**

PHILADELPHIA, April 10.—John P. White, president of the United Mine Workers of America and officials of that union from the anthracite fields are gathered here awaiting the conference arranged for today with the committee of hard coal operators which will decide whether or not the present suspension of work in the anthracite coal regions will eventuate into a strike or whether the men shall return to work under a new agreement.

President White in discussing the situation last night declared that he and his colleagues would renew the have increased 240 per cent.

## Review of the Connellsville Coke Trade.

### Statistical Summary.

PRODUCTION	WEEK ENDING APR. 6, 1912				WEEK ENDING MAR. 30, 1912			
	District	Ovens.	In	Out	Tons.	Ovens	In	Out
Connellsville	22,518	18,328	4,490	2,13,583	22,815	18,312	4,506	2,23,799
Lower Connellsville	15,949	13,910	2,039	181,881	15,949	13,826	2,123	179,342
Totals	38,767	32,238	6,529	415,464	38,767	32,140	6,527	413,141
Furnace Ovens								
Connellsville	18,101	15,161	3,950	192,038	15,101	13,111	2,990	191,545
Lower Connellsville	5,671	3,094	577	14,694	5,671	5,090	551	13,696
Totals	23,772	20,245	3,527	256,732	24,772	20,201	3,571	255,241
Merchant Ovens								
Connellsville	5,717	3,177	1,310	41,545	5,717	3,201	1,310	42,254
Lower Connellsville	10,278	8,816	1,462	117,187	10,278	9,735	1,540	115,646
Totals	14,995	11,993	3,003	158,732	14,995	11,939	3,036	157,900
SHIPMENTS								
To Pittsburgh					4,819 Cars			4,678 Cars
To Points West of Pittsburgh					6,105 Cars			6,702 Cars
To Points East of the Region					1,870 Cars			1,970 Cars
Totals					12,844 Cars			12,130 Cars

## COMMISSION REPORTS ON SHIP CANAL

**Recommendations Cooperation in Construction of Proposed Waterway Between Lake Erie and Pittsburgh—Suggests That Government Undertake Certain Portions of Work—Financial Obstacles are Pointed Out.**

Commissioning a report in the construction of the proposed ship canal from Pittsburgh to Lake Erie but held far from the market the government to any financial assistance and the National Waterways Commission, which Senator Theo E. Burton of Ohio chairman, made public at Washington D. C. It is reported on this particular project.

The commission sees merit in the canal between Pittsburgh and the water route offers sufficient incentive in choice transportation. The cost of transportation in the proposed canal is estimated at 175 miles per mile which with the tolls proposed to be charged added to the total cost of 175 miles a nominal sum and under this the canal the traffic will be increased by 100 percent.

This will result in the canal being 175 feet wide in this stretch will make substantial reductions from the present width having a length of 2,200 feet a width of 90 feet and a depth over 100 feet.

The traffic selected for the canal is the Ohio River traffic from Pittsburgh to the Mississippi River.

It is estimated that the traffic will be 10 percent greater than the present.

The cost of the proposed canal will be 175 million dollars.

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## EXAMINATION HELD FOR MINE FOREMEN

**Class of 32 Faces Examining Board at the State Armory Today.**

### FIRE BOSSES COME FRIDAY

Mine Inspector F. J. Walsh, D. R. DePratt and P. J. Cullen form the Board for the Ninth Bituminous District—18 Face Examiners in Fifth.

With 21 candidates in attendance, the examinations for Mine Foremen, Assistant Mine Foremen and "Fire Bosses" were started Tuesday morning in the State Armory for the Ninth Bituminous district. The examinations will continue until Friday. The number of candidates this year is exceptionally large. Twenty-two candidates took the test on the first day last year.

The examination was conducted by the regular Ninth District Board composed of F. J. Walsh, State Mine Inspector; P. J. Cullen for the minor and D. R. DePratt, Superintendent. The inspectors are T. K. Adams, Verne Joseph Knapp, Philipsburg, D. R. DePratt, Walsburg, William Walters, Freeport for the operator and Charles Satern of Windber and William Lawler, Elizabeth.

A departure from the usual custom was made this year. Formerly all the members of the examining board prepared the questions and answers at the same time. This year the six on the committee made out the list of questions. The committee will not hold a meeting until April 15 when it will hold session in Pittsburgh. At that time the answer will be made to the questions and the result of the successful candidates will be in doubt until that time. Formerly the results of the examinations were given out soon after the date of the tests. The examinations will come to a close with the tests for the candidates for fire boss or mates on Friday.

Before the candidates were allowed to take the examination this morning they were required to give satisfactory testimonial and certificates of their character showing them to be of temperate habits and of good reputation.

The candidates taking the examination this morning are as follows: Max Friedman, James Yocom, Dick Sherrick and Elmer L. Fox, Connellsville; G. M. DeWalt, Owendale; Patrick Murphy, Vance Hills, Clarence Nicholson, Upper Middletown, David Wingrove, Frank Stricker, Dawson, Valentine, Luck, David Bennett and L. L. Davis, Dunbar; R. F. No. 32, Joseph E. Burns, Edward P. Doyle and Martin Adams, Leisenring; Robert Maust, William Ambrose, Nelson R. Moore, C. K. Krepp, Vanderbilt, Hugh B. Tart, Aaron Bell, W. M. Baird, M. T. Gettys, Walsburg, Thomas Mc Garrity, Fred Ford, Milton Wheeler, Harry Taylor, Willard Butterworth, Mack John Snyder, Grindstone, Hugh Young and John Merle, Franklin; James Hurt, Rader, Run, Dale Titus, Uniontown.

### HITCH OVER EXAMINERS IN FIFTH DISTRICT

UNIONTOWN, April 9.—Eight mine candidates for certificates as Mine Foremen faced Mine Inspector F. G. Roby and J. T. Hoos & in the Fifth district here today. It is expected between 50 and 60 will take the test for the bosses on Friday.

Another appointment must be made by the court for the Fifth district examining board. Conner Lewis was originally named but he is superintendant of the Upton & General & held over an actual miner must be placed on the board.

### TOWER HILL SUES ON COKE CONTRACT WITH IRON CO.

Plaintiff Claims That \$13,215.92 Due on Agreement Made in September 1910.

UNIONTOWN, April 1.—The Tower Hill Coke Company this morning entered suit against the Impo Iron Company to recover \$13,215.92 alleged to be due on contract made in September 1910 for the delivery of 7,500 tons of furnace coke a month.

The minimum price paid by the company was \$13.10 per ton based on pig iron at \$13 and the price of coke delivered was to be based upon the average price of coke prevailing over a 60-day period.

### LIG MFG CO. FAILS

La Belle and Phillips Companies Remain Under.

An announcement is made that the pending attempt to merge the La Belle Iron Company and the Phillips Sheet & Tin Company has ended without success. It was proposed to create a capital of \$350,000,000 equally divided into preferred and common stock. The Phillips company demands \$3,000,000 of such issue but the La Belle Company would only agree to a total of \$2,000,000 of such kind.

The sheet and tin plate company is a merger of the two mills at Clarksville and Weston, W. Va., and the Pope, The Plate Company of Steubenville. The La Belle Iron works are at Wheeling and Steubenville. It has \$10,000,000 of common stock. The Phillips merger has a capital of \$2,700,000.

### Branch Gun Factory

BERLIN, April 1.—The big Krupp works of Essen where German's cannon armament piles and war material are manufactured and of which a woman is the head and reported to be considering establishing a large branch factory at Spandau a suburb of Berlin.

### Suspense Rate Admit

WASHINGTON, April 6.—The Interstate Commerce Commission has suspended until August 3 proposed through rates on coal from mines on the line of the Chicago & Alton to Clinton and Lyons, Iowa, and Las Clinton, Ill.

## BETHLEHEM STEEL MAKES GOOD SHOWING IN DEPRESSED YEAR

Earnings on Preferred and Common Stock More Than Reported by U. S. Steel Corporation.

NEW YORK, April 6.—The showing of the Bethlehem Steel Corporation in the year 1911 was better comparatively than that of any large competitor. Since the first of the year one poor annual statement after another has been issued by the various steel companies but the Bethlehem here comes forward with a surplus available for dividends equal nearly 14% on the preferred stock other than Bethlehem could have paid 7% on its preferred stock last year and there would have remained an additional surplus of 6 7/8% for the common.

When the fact is taken into consideration the 1911 was a very trying year for the large steel companies largely earning their dividends the showing of the Bethlehem company is gratifying exhibit and should be pleasing to shareholders. Charas M. Schwab has been devoting his entire attention to the development of the Bethlehem Steel Company. He has superintended construction of all new plants outlined the policy of the company and studied every detail which he believed would lead to more economic operations in steel manufacture. He has taken part in soliciting orders for the company and his efforts are no doubt reflected in the creditable results over the last two years. In 1910 the Bethlehem company showed a surplus available for dividends equal to 13 1/2% on the preferred stock so that in two years there has been accumulated a surplus equivalent to almost the present market valuation of the common stock.

Mr. Schwab has deemed it prudent to hold back dividend payments until the rounding out of his construction plans. He has conserving the resources of the company and devoted earnings toward the building of the new plants with the result that the Bethlehem is now well fortified from the standpoint of diversified products in other words it has a larger line of codes for sale and in periods of depression is not as adversely affected as it would have been the case if production had been confined to the few classes of products which made up the output at the time Mr. Schwab secured control.

Bethlehem steel at one time was dependent entirely upon its armament and ordnance work. Today it has its structural and rail mills producing from these mills being very popular and commanding higher prices than similar products of competing plants. The Bethlehem company has not yet obtained the extreme benefits from its capital expenditures. Mr. Schwab remarks that this is due to unfavorable market conditions and that it has been impossible to operate to maximum capacity. Losses, of course, have not enabled the company to demonstrate its full earning power.

### FEHAN WINS DISPUTE OVER MINERS' ELECTION

Convention Votes For Investigation By the International Board.

PITTSBURG, April 10.—President Feenan and his supporters triumphed over Michael Halpin and his followers yesterday when the convention of District No. 9 of the United Mine Workers in Labor Temple decided by a vote of 132 to 81 to refer the contested district referendum election of officers to the international executive board of the organization. Halpin, with Solidarity and Fehan, fought among the delegates, fought for an investigation by the convention. Fehan led his own side in a demand for investigation in accordance with the convention. This vote eliminated the question from the convention.

A resolution was adopted which placed the organization on record as favoring an open store to compete with the company stores. President Feenan said the international board will be telegraphed to begin an investigation of the election at once, coming to Pittsburgh to do the job. Among resolutions voted on were withholding of 5% of union officials during strikes and lockouts, non-crediting in endorsing miners' certificate law condemning government by injunction, endorsing investigation of co-operative stores and one affecting oil used for miners' lamps.

Amos Smith, who is reported dying of tuberculosis at his home in New Haven, Pa., drew up the resolution concerning oil for miners' lamps. A brand of oil furnished by the Standard Oil Company is deadly to miners' lungs. The resolution read: A. D. McLaughlin of Coal Valleys and other delegates declare they are obliged to buy this product in preference to any independent refiners' product. It was desired oil must be purchased from the company stores and they handle only the Standard Oil brand. The resolutions committee could offer no relief because the Standard Oil brand conforms with the state mining code requirement for a non inflammable oil of a certain per cent non-smoking.

### OIL RATE HEARING APRIL 22

ELKHORN, Complaint Against Railroads to Be Presented.

WASHINGTON, D. C., April 6.—The Interstate Commerce Commission has fixed April 2 for the hearing before Commissioner Myer on the complaint of the Pittsburgh Steel Company against the L. S. & M. and other railroads involving the rate of a car from Pittsburgh Harbor to Elkhorn, the rate is 96 cents a ton to the Pittsburg district and it is alleged by the complainant that this is higher than any other iron making district in the country.

The L. S. & M. & L. and Pennsylvania are the railroads named in the complaint but the B. & O. Nickel Plate and Erie railroads have failed to be included in the case so the one decision will affect all the roads.

New York Stock Exchange.

The Connellsville Construction Company has practically finished up its contract for the erection of the new coke barns on the West Side.

## LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Apr. 6, 1912

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
264	184	Acme	W. J. Rainey	New York, N. Y.
00	40	Acme	Penn Coke Co.	Uniontown
00	10	Adams	H. C. Frick Coke Co.	Pittsburgh
297	160	Aetna	H. C. Frick Coke Co.	Pittsburgh
182	150	Bentley	Mt. Pleasant Coke Co.	Greensburg
120	100	Bethany	Mt. Pleasant Coke Co.	Greensburg
223	40	Bever	Mt. Pleasant Coke Co.	Greensburg
220	220	Blankerton	H. C. Frick Coke Co.	Pittsburgh
200	150	Buckeye	Pittsburgh	Pittsburgh
100	90	Burn Run	Pittsburgh	Pittsburgh
122	94	Calumet	H. C. Frick Coke Co.	Pittsburgh
122	30	Carroll	Pearles-Cannelvale Coke Co.	Pittsburgh
54	10	Central	H. C. Frick Coke Co.	Pittsburgh
100	10	Clegg	Clare Coke Co.	Greensburg
100	10	Christina	James Coopers Sons Co.	Dawson
120	100	Cochbrook	H. C. Frick Coke Co.	Pittsburgh
423	400	Conemaugh	H. C. Frick Coke Co.	Pittsburgh
100	40	Conemaugh No. 1	H. C. Frick Coke Co.	Pittsburgh
200	100	Conemaugh No. 3	H. C. Frick Coke Co.	Pittsburgh
120	120	Cross	H. C. Frick Coke Co.	Pittsburgh
120	120	Devilon	H. C. Frick Coke Co.	Pittsburgh
230	100	Dexter	H. C. Frick Coke Co.	Connellsville
40	40	Dickey	H. C. Frick Coke Co.	Unknown
80	50	Ellen No. 1	Wheel Coke Co.	Unknown
80	50	Ellen No. 2	Wheel Coke Co.	Unknown
229	14	Elm Grove	W. J. Rainey	New York, N. Y.
184	100	Fox Hill	W. J. Rainey	New York, N. Y.
121	40	Franklin	H. C. Frick Coke Co.	Connellsville
124	18	Grace	W. J. Rainey	New York, N. Y.
272	272	Hedda No. 1	H. C. Frick Coke Co.	Pittsburgh
200	200	Hedda No. 2	H. C. Frick Coke Co.	Pittsburgh
200	200	Hedda No. 3	H. C. Frick Coke Co.	Pittsburgh
9	9	Restar	Washington Coal & Coke Co.	Washington
170	100	Henry Clay	H. C. Frick Coke Co.	Pittsburgh
200	100	Hopewell	Washington Coal & Coke Co.	Washington
100	100	Humphrey	H. C. Frick Coke Co.	Pittsburgh
220	200	Junction	Marietta Carbon Coke & Coke Co.	Connellsville
200	200	Kingsbury	H. C. Frick Coke Co.	Pittsburgh
499	450	Ledgeling No. 1	H. C. Frick Coke Co.	Pittsburgh
499	450	Ledgeling No. 2	H. C. Frick Coke Co.	Pittsburgh
499	450	Ledgeling No. 3	H. C. Frick Coke Co.	Pittsburgh
204	100	Leth	H. C. Frick Coke Co.	Pittsburgh
227	190	Lemon No. 1	H. C. Frick Coke Co.	Pittsburgh
227	190	Lemon No. 2	H. C. Frick Coke Co.	Pittsburgh
227	190	Lemon Susan No. 2	H. C. Frick Coke Co.	Pittsburgh
12	12	Loye	Clyde-Mutual Coal & Coke Co.	Connellsville
40	40	Marcey	Magee Coke Co.	Pittsburgh
200	100	Mannington	H. C. Frick Coke Co.	Pittsburgh
25	25	Marietta	H. C. Frick Coke Co.	Connellsville
150	112	Morgan	H. C. Frick Coke Co.	Pittsburgh
210	210	Mt. Pleasant	Mt. Pleasant Coke Co.	Pittsburgh
195	115	Mutual	H. C. Frick Coke Co.	Connellsville
228	228	Myers	Brownell and Cleville Coke Co.	Pittsburgh
262	402	Phantom	H. C. Frick Coke Co.	Pittsburgh
220	200	Pittsburgh	H. C. Frick Coke Co.	Pittsburgh
210	200	Pittsburgh	H. C. Frick Coke Co.	Pittsburgh
221	200	Pittsburgh	H. C. Frick Coke Co.	Pittsburgh
221	246	Paul	W. J. Rainey	New York, N. Y.
400	400	Phillips	Marcella & St. Venetian	Pittsburgh
446	446	Piney	W. J. Rainey	New York, N. Y.
446	446	Piney	H. C. Frick Coke Co.	Pittsburgh
200	338	Rivers	W. J. Rainey	New York, N. Y.
110	55	Salova	Shannon Coal & Coke Co.	Connellsville
42	36	Shaw	Shannon Coal & Coke Co.	Connellsville
42	36	Shirey	South Fayette Coal & Coke Co.	Connellsville
428	428	Southwest No. 1	H. C. Frick Coke Co.	Pittsburgh
220	145	Southwest No. 2	H. C. Frick Coke Co.	Pittsburgh
220	145	Southwest No. 3	H. C. Frick Coke Co.	Pittsburgh
206	89	Spring Grove	Cochran	Dawson
97	89	Spring Grove	H. C. Frick Coke Co.	Pittsburgh
25	25	Sterling No. 2	H. C. Frick Coke Co.	Pittsburgh
156	156	Stewart	Stewart Iron Co.	Connellsville
125	125	Thomas	W. J. Rainey	Pittsburgh
454	454	Trotter	H. C. Frick Coke Co.	Pittsburgh
210	210	United	H. C. Frick Coke Co.	Pittsburgh
210	210	Veteran	Mt. Pleasant Coke Co.	Pittsburgh
110	110	White	H. C. Frick Coke Co.	Pittsburgh
220	220	Whitney	Hostetter-Connellsville Coke Co.	Pittsburgh
220	220	Young	H. C. Frick Coke Co.	Pittsburgh
24				

## PROSPERITY REACHES PITTSBURG DISTRICT

**Hope, Long Deferred, Seems to Have Been at Last Realized.**

### GENERAL INCREASE IN OUTPUT

**Pitt Iron Market Stronger; Steel Mills are Running Well Up to Capacity and Tube and Tin Plate Market is Giving General Encouragement.**

After long deferred hope, prosperity seems to have at last returned to the mills of the Pittsburg district. For the first time in two years practically all the iron and steel plants in this section are running to capacity. Here and there are some which are idle for a day or two a week up to the most part they are running full time and giving employment to all the men possible. And the activity is almost certain to continue at least until July while the iron and steel men are hoping that no matter what may be taken in politics the demand will be such that much of the activity will be assured for a much longer period.

Since the first of the year there has been something like an increase of 20 per cent in the general output in the Pittsburg district. Last week there was more steel shipped from this district than in any one week in the history of the industry and while this remarkable record is not expected to be maintained the feeling of confidence throughout the district is such that the next approach of the record until the conclusion of the half year is looked for.

The pig iron market is showing equal remarkable activity and during March all records for output were broken. Pig iron being turned out at the rate of 29,000,000 tons a year for the first time in history. All the furnaces are running to capacity and there is no prospect of diminution with every indication that the record for March will be easily if not altogether equaled.

The marked improvement in the situation since the first of the year has been apparent everywhere but perhaps nowhere more so than at the new Alliquippa department of the Jones and Laughlin Steel Company at Woodlawn where 5,000 men are now employed in all the activities of the corporation. Many improvements have been made at Woodlawn during the past few months including 12 new mills in addition to 12 in operation before a second wire rod mill three blast furnaces of 60 tons capacity daily each three rolling泰特尔特 furnaces of 35 tons capacity daily each a billet and bloomery mill and the street railway line. The city works of the company are being run on practical full time.

While the works of the Carnegie Steel Company are being run to capacity there are no extended improvements being made at present. The Edgar Thomson works are running on a part of their capacity. It had been planned to extend these works and convert them from Bessemer to open hearth but the officials decided some time ago to postpone this improvement until next year.

The Crucible Steel Company's plants while not running to full capacity are busier than in some time and representatives of that company say that the feeling for increased business is growing better daily and that in the near future should see a decided impetus on a rather permanent basis.

The activity of the tube and pipe mills is in keeping with that of the other plants in the district. At McKeesport the works of the National Tube Company are running practically full time for the first time since the extension of the plant while the other mills in the district are running at near capacity. The works of the McKeen-Tipton Company have been busy for some time with every indication of continued activity while one of the signs of the better conditions was the announcement Monday that the Donnelley works of the American Sheet & Tipton Company would resume operation of the entire plant of 10 mills on full double turn on April 10.

**COMMISSION MAY INVESTIGATE COUNTRY'S MINING INDUSTRY**

**BILL Introduced in Congress Providing for Probe Into Mining Conditions**

**WASHINGTON D. C., April 8.—** Members of Congress are urging the creation by Congress of a commission to make a thorough investigation of the mining industry as suggested in a bill introduced the other day by Rep. representative Martin D. Fos (Demol). The chairman of the House Committee on Mines and Mining.

Under the provisions of the bill the commission would be composed of two members of the Senate including the chairman of the Committee on Mines and Mining and one member to be appointed by the President of the Senate. Two members of the House of Representatives including the chairman of the Committee on Mines and Mining and one member to be appointed by the Speaker of the House two representatives of miners, two mining engineers and one representative of the Bureau of Mines to be appointed by the President of the United States.

**ANTHRACITE MINERS BUSY**

**While Waiting For Settlement Organize Non-Union Miners**

**PHILADELPHIA, April 8.—** Today will wind up a week of idleness in the anthracite coal fields and during that time no disturbance directs itself to the miners who has occurred. The miners seem content to wait the result of the conference which will take place in this on April 19.

The non-union miners employed at the Oxford Colliery the only non-union colliery in this association in the region organized a union today and became affiliated with the United Mine Workers of America.

## NORTHWEST COAL FIELDS ANTICIPATE HIKE IN FALL

**Working Agreements Expire in September and October and Reduction Will Be Attempted**

Washington Mountain, Wyoming and Colorado coal fields from which the intermountain and Pacific States draw their supplies will be tied up by strikes next fall according to whole sale dealers in Spokane and in anticipation of a prolonged battle between the miners and the operators the miners are laying in unusually large stocks.

The reason for assuming there will be a period of inactivity at the mines in the four States is that the two years working agreements will expire in September and October. It is generally thought that the operators will attempt to lower the wage scale which they believe is too high when compared to the market prices and the return on the investment.

Much depends on the outcome of the strike in the east said F. E. Waggoner, President of the Union Fuel & Coke Company of Spokane. I am informed that the working agreements in southern Wyoming expire September 1st in Montana Washington and Colorado in other domestic coal producing States of the west a month later.

The operators in the Bear Creek district in Montana are paying the highest mining scale in the western part of the United States. I am not certain whether it is as high as that paid in the Crown West district in Canada or not. The operators as I understand it believe it to be the best interest of the district to have a reduction in wages.

I believe there are practically no operators who have made any money during the last two years and I would not be surprised if the operators themselves insisted strongly that there be a lowering of the scale. Fully one third of the domestic coal sold in eastern Washington and northern Idaho comes from the Bear Creek district.

Operators in Montana and Wyoming are working closely together and unless concessions are made on both sides I look for a tie up in the Blue Creek and Wyoming fields.

John W. Bell manager of the Ross Fuel Company in Spokane said that the agreement in the Roslyn fields will expire some time next summer.

I understand the miners will again hold out for the so called bank to bank agreement which would give them time from the moment they leave the surface until they return and C. E. Maxson sales agent for the Carnes Coal Company, a northern Wyoming producer On the other hand I believe the operators will make an effort to secure a five year working agreement instead of the two year term.

James S. Lammage President of the New Eye Fuel Company expressed the opinion that much depends on the outcome of the eastern strike situation.

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THURSDAY MORNING, APR. 11, '12.

The Rule in Bituminous Coal.

The Philadelphia newspapers and consumers of anthracite coal have awakened to the fact that they are paying an inequitable freight rate on their fuel, the rate from Pottsville to Philadelphia for example being \$1.40 per ton, while the rates determined by the railroads are summarized in the Pittsburgh coal rate case, three times the rate per ton on bituminous coal from Pittsburgh to the Lakes and five to six times the ton miles rate voluntarily made by some of the railroads on bituminous coal from West Virginia points to the Lakes.

Like the bituminous rates thus threatened the rate is a product of the times when the basic principle of rule making was as much as the trustee will bear and any exceptions thereto were prompted by favor rather than fairness. The anthracite coal roads were cheaped in the coal business a active competition with merchant operators. In order to crush the latter and insure their own profits from joint operation the railroads cut the prices of coal and raised the freight rates. What they lost in mining they gained in trans-shipment. Competing operators had to meet their low coal prices and their high freight rates or keep out of the market. Finally over the summer short of coal consumer as usual, footed the bill.

The Philadelphia consumers of a thirdrate should cite the railroads before the Interstate Commerce Commission. They will get no relief until they get busy in their own behalf. No speaker willing won't help them any.

In the meantime, it may be observed that the Pittsburgh coal rate case was one of the most thoroughly prepared cases ever presented to the Interstate Commerce Commission. The findings of the court thereupon are destined to furnish a well defined rule for the determination of what is and what is not an equitable freight rate.

The rule in Bituminous coal promises to have as much weight in the transportation courts as the rule in Shelly's case has in the civil courts.

The Juncos is Down.

West Virginia has been singularly fortunate in the favor of the railroad interests. Its great natural resources particularly its coal fields have been rapidly developed by the network of railroads and their extensions which in the brief space of two-score years has covered the State. These industrial interests reach almost every part of what was at the close of the war largely a wilderness.

Recent developments in the hearing of the Pittsburgh coal rate case furnish strong corroborative proof of the old charge made by the Western Pennsylvania coal and coke interest that the railroad interests had combined to develop the virgin West Virginia fields in which there was neither mineral nor timber wealth. This is a terrible indictment. The prospects of the people is bound up in it.

THE COAL OWNERS OF THE CONNELLSVILLE REGION ARE BEING BRISKLY. DON'T LET THEM BECOME COLD AND DEAD BY NEGLECTING A CIVIC DUTY. DON'T FORGIVE TO VOTE ON SATURDAY ON A CONTINUANCE OF THE TAFT ADMINISTRATION. DON'T INFLUENCE SWAPPING HORSES WHILE CROSSING THE STREAM.

Diplomatic Methods.

The Pittsburgh district organization of the League of Women has got into an election but that fraud is not alleged and the election just concluded is no exception to the rule. President Wilson is beaten as declared selected but his opponent illegal but the election was not honest while Pechiney's report that his opposition is unopposed and unchallenged by non union operators.

This is a terrible situation. It will be remembered that the Greensburg nonunion operators had rather break than admit that their Pittsburg operators are not less personal interest and at the same time to discourage and restrain Western Pennsylvania development.

It was this spirit which undoubtedly hedged the Connellsville residents about and which has led to this time kept the Greene county voting booth fenced in. The readjustment of freight rates has removed the greater portion of this fence and we may look for greater activity in Western Pennsylvania mining and coke development from this time forward.

The Lake Erie Ship Canal.

The National Waterways Commission approves the proposed Pittsburg and Lake Erie ship canal. It is pronounced feasible and desirable and is serving of Federal interest but the measure of this assistance is not wholly pleasing to the promoters of the project.

The report of the commission recommends that the Federal Government build the terminals and provide army engineers to supervise the work of construction but that before going to the canal company ought to be given \$10,000,000 cash available and the balance of the \$10,000,000 proposed bond issue subscribed. Pennsylvania friends of the canal are not slow in saying that if this reflects the attitude of the Government toward the ship canals it project is as good as dead.

The Federal Government following precedent might do much better than this and it may do so. In the main time however it is no impossible for the financial interests of Pittsburg and Cleveland and the smaller cities along the line of the improvement to float a bond issue of \$50,000,000. The undertaking would not be too big for the large industrial interests which must necessarily benefit materially by the construction of a canal that will float their ore direct to their furnaces.

With the construction of this canal Pittsburg's industrial supremacy will be supreme competitor for Lake front manufacturing sites will be eliminated the Lake front will have been moved to Pittsburg.

It's cheap at the price.

The Lake Ore Rate.

The Pittsburg steel manufacturers promptly followed the example of the Pittsburg coal products and filed a complaint before the Interstate Commerce Commission against the railroads alleging excessive rates on iron ore from the Lake.

The present ore rate is 96 cents per ton and in view of the decision in the coal rate case the Interstate Commerce Commission will undoubtedly decree a substantial reduction. The cost of transporting ore is certainly not materially greater than the cost of hauling coal.

The correction of the inequities of railroad tariffs will be a rather tedious process and it looks as if the initiative would have to come from the shippers though it would undoubtedly be better for the railroads to revise their rates in a spirit of firmness.

And such a revision ought to be met in the same spirit by the shippers and the Government.

**The Importance of the Primary.**  
The primary campaign concludes this week. It has not been highly exciting in Fayette county because there are no absorbing contests. Interest in the local ticket is diverted in the Presidential primary fight being waged by the opponents of President Taft headed by his former sponsor Colonel Roosevelt, who now seeks a Third Term forgetful of public and private pledges.

There is very little Roosevelt sentiment in Fayette county. The Rough Rider has succeeded in alienating most of it by his reckless speeches and demagogic oratory. The cold interests of the Connellsville region particularly the workingmen who were worst hit recall the bank panic and the depression in business following it. Much as we may admire the dash and spirit of Col. Roosevelt, we in common with the country like little to him in his judgment as applied to public affairs and that faith has not been strengthened by his course in this campaign.

President Taft, on the other hand has had thirty years of public service and during all that time has set out his judicial mind in moves deliberate and stumbling not. His policies are well reasoned out and are thus better constituted to resist criticism. He has served the nation well during one term. In such cases it has become customary to record the President's renomination. In asking this honor at the hands of his party the President is simply asking for the Square Deal which Roosevelt would deny him. A reputation of the President would be tantamount to a condemnation of his administration. Neither is not the best in terms of the party will be selected by such a course. The renomination of the President is not only a vindication of his party but also of himself.

That his party thoroughly understand the situation does not detract from the fact that selection of delegates must be based upon the overwhelming popularity of the party.

The Roosevelt candidates for the most part exhibited in their political enterprise on the spur of the moment and against their subsequently sober political judgment. The Roosevelt candidates for delegates to the State convention have already gotten cold feet and have withdrawn.

But the candidates for national delegates remain. In the foreground of the gathering of the Roosevelt delegation the Rough Rider stands prominently. Senator P. M. Aldrich and John H. Davis have been nominated by some of the Roosevelt delegates.

Colonel Roosevelt has resigned his position on the 1st November. The new chairman of the convention is to be selected at the coming primary.

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## SCHOOL BOARD HAS GENEROUS STREAK

**Donates \$25 Towards Purchase of Piano at South Side Building.**

## TUITION FOR TERM IS FIXED

**Board Fixes 2½ Cent-a-Head Remuneration for Enumerators and Will Consider Applications—Many Want Job Loder Was Stated For.**

The School Board was a generous board Monday in a session of which by less than two hours it decided not to recommend the purchase of the day use lot on the South Side adjoining the school there voted to let the Supply Committee sell old shutters and radiators went o'er the tax examinations of 1906, 1907, 1908, and 1910 voted to advertise for more applicants for the task of enumerating school children at 2½ cents a head gave the South Side school \$25 to make up an amount necessary to buy a piano made the tuition for persons outside the borough summing to High School \$40 a month let the recommendation for an Auditing Committee go over until next meeting and voted to not charge any admission for commencement exercises this spring.

The discussion relative to the employment of an enumerator took up the most time. Four applications were received. L. L. West of No. 222 East Fairview avenue wanted to do the work for 3½ cents a head. He says he has had considerable experience. A. B. Morton stated that he could take the job at the same time the School Board would see fit to give him. One of the directors stated that Miss Nannie Blackstone wanted the position. She has made no application. F. P. Loder wanted to do the work for \$25 a day but would be willing to accept any reasonable proposition from the board. Director Bishop wanted to set a price of 3½ cents a head and give the position open to applicants at that price. By vote of four to three it was decided to accept this motion.

The South Side school reported a success of the Cosmopolitan Humor esque and lacked \$4.50 of having sufficient to get a piano. Upon motion of Shaw the deficit was donated.

According to the new school code a school has to charge the same or less for outside pupils as the cost of maintenance would be. It is then that \$3.40 be set for the tuition price was passed.

Commencement this year will be free to all. In former years an admission fee has been charged. With the decision to make no admission price larger attendance is expected.

Solicitor H. G. May told the board that the selection of Auditors is made by the court. He advised the board to prepare a petition and recommend two auditors.

The Treasurer's report showed the following balances: Banking fund \$2,457.71; Building fund \$28,11; General fund \$5,944.77; balance in bank, \$8,618.93.

At present the David on lot will not be bought. If purchased it would give the borough the ownership of two lots one on each side of the building and it was decided that it would be better to own two lots on one side of the building than one lot on each side in case that an addition would be built.

Several shutters were placed in the hands of the Property Committee to dispose of together with old radiators. Superintendent Ash reported there were enough supplies to last the term with the exception of a few minor articles.

Progress was reported on the granite marker by the Sollefelt.

Visitors were assigned as follows for April: Mrs. High School Smith, Second ward; Younkin, Third ward; Shaw, Fifth ward; Balmer, First ward; Bishop, Sixth ward; Davidson, Seventh ward and Greenwood.

## FORTY MEN NOW AT WORK ON NEW FEDERAL BUILDING

**Contractor John Scrimmenger Says That Job Will Be Finished in November.**

With the addition of 11 bricklayers Monday morning it is Pittsburgh work on the new Federal building has gone forward with renewed activity. All told there are exactly 40 men now at work constructing the new edifice. The granite has all been placed in position and the brick work is rapidly being pushed.

On Wednesday work on placing the two big marble columns on each side of the Apple street entrance was begun. The columns are in sections and will be put up as the brick backing work progresses. It is expected that the column will be finished in a week or ten days. The flares for all the windows on the east side of the building have been put up. All but three cars have been received and these are expected to be in a few days.

Contractor Scrimmenger, yesterday afternoon ventured the prediction that the building would be finished by November 1.

It all depends on the weather, he said. "With good weather we ought to be practically finished in the early fall. December 1 is a conservative date to put as the finishing date."

## W.M. J. MARKELL DEAD

**Brother of J. J. Markell Was Long a Monongahela Resident.**

William Augustus Markell, a life insurance agent of Monongahela died suddenly Saturday at 2 o'clock at the home of his sister, Miss Pauline Markell. His death was due to heart trouble superinduced by tetanic convulsions.

His widow, two children and the following brothers and sisters survive: F. E. Markell of Connellsville; S. C. Markell of Monongahela; H. G. Graser Markell of Pittsburgh; Misses Pauline and Edna Markell of Monongahela; Miss Emma Markell of Los Angeles, Calif.; Mrs. Jennie M. Myers of New Castle.

Physician is Suicid.

Frank L. Moore has brought suit against Dr. J. T. Burns of South Brownsville to recover \$10,000 damages. Plaintiff alleges the physician failed to perform the duties of his profession in the case of two fractured bones he sustained.

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## CONGRESSMAN GREGG MAKES TALK FOR PARCELS POST

**Greensburg Representative Supports Measure Now Pending in Lower House.**

**WASHINGTON, D. C., April 10.—**The people of the United States might as well make up their minds now as later that the parcel post is coming and that when it comes it will be here to stay, said Congressman Curtis H. Gregg of Greensburg yesterday in a speech in the House of Representatives favoring the parcel post bill framed by the Committee on Post Offices and Post Roads of which he is in charge. The bill makes a limit of 15 pounds and 1/2 cent a pound for fourth class postage, but it also provides a lower rate for parcels containing and delivered on the same rural route.

It provides for a two years test of the system and the appointment of a commission to report on its working.

Mr. Gregg said the opponents of the parcel post system insist it would tend to concentrate business in the large cities and would be the chief burden of the expense of the county merchant. With this argument Mr. Gregg took issue. He said at present the parcel post pays the freight on goods sent from mail order houses when the mail order houses have to pay postage, so it must cost more to receive it than to send it, even though the cost of the parcel post is less than the cost of the regular mail.

The Youngstown Power Company

Interests Will Probably Attempt to Capture Pittsburgh With Cheap Electric Power—Youngstown Power Company Owns Much Land

## WAY NOW CLEAR TO HARNESS THE YOUNGHORN

**Governor of Maryland Signs Bill Permitting Power Development.**

## BARS BALTIMORE AS FIELD

**Interest Will Probably Attempt to Capture Pittsburgh With Cheap Electric Power—Youngstown Power Company Owns Much Land**

When Governor Goldsborough of Maryland signed the bill permitting the construction of the Youngstown Power Company to harness the Youghiogheny river, the money and time he expended in the development of the gas at the sources of that stream and the creation of a gas system dreamt of even in embryo and remains.

The Youngstown power company was incorporated in 1904 to secure charters which would enable it to proceed with its work. It claims the gas is not yet available enough to warrant the investment of capital.

In investigating the gas field, Mr. Gregg found that Governor Goldsborough approved the same route the company intended to proceed with its work. It claims the gas is not yet available enough to warrant the investment of capital.

The Youngstown power company already owns 8,000 acres of land in the vicinity of Kangaroo Hill, where it proposed to erect the dam for generating electrical power. Among interested if the company are C. E. Fulton, T. S. Hubbard of Philadelphia, Col. John Bogart of New York, the engineer who designed the power plants at Niagara Falls, and others, it is estimated.

It is estimated that the power company would find it necessary to acquire additional land for storage reservoir.

J. T. Kendall of the Kendall Lumber Company stated that he knew nothing of the plans of the power company. He is acquainted with Mr. Pule, he stated, and knew the company had required considerable land about Kendall Hill. The company would Mr. Kendall continue its operations in the valley of the Youghiogheny river, but its plans would affect the lumber and other properties located at Kendall.

It is said that the Youngstown power company expects to generate 40,000 horsepower from the proposed hydroelectric plant. The plant at McCall's Ferry generates \$60,000 with 40,000 horse power, the company would be able to generate the same amount of power at McCall's Ferry power house.

The construction of such an immense power plant at the headwaters of the Youghiogheny may result in the industrial development of that section. The valley of the Youghiogheny is said to be well adapted for manufacturing establishments and with cheap power is in attraction the hub of industry may yet be heard through out the picturesque section.

## S. E. LEONARD FALLS 11 FEET AND BREAKS HIS NECK

**Local Carpenter Meets With Serious Accident While Working on Federal Building.**

Telling instance of 11 feet which occurred at the Federal building S. E. Leonard of Breckinridge, a carpenter fell Tuesday afternoon and broke his neck. He is removed to the Cottage State hospital where he is in a critical condition. No one saw the man fall. Contractor John Scrimmenger had his men at the other end of the building at the time the contractor was the first man to see the carpenter after the accident. He had fallen on his head and in falling his head had been thrown over his neck. He was unconscious after the fall.

I have no feeling, Leonard said after he was removed. Perfectly conscious and knowing his condition, he cried out I am dying this afternoon at the hospital. The accident was the first in the new Federal building contractor Scrimmenger expressed regret over the accident. I pray God for his recovery if the Federal building is to prevent orders and I can't say it is something that could not be helped.

I would like to speak to the contractor Scrimmenger expressing regret over the accident. I pray God for his recovery if the Federal building is to prevent orders and I can't say it is something that could not be helped.

Arrived at 11:30, is old and is well known in Connellsville. He is a carpenter for the Connellsville Construction Company.

**MOUNTAIN PARK LAND CO. MAKE SAND AND STONE TESTS**

**Engineers Experiment With Products of the Cheat River—May Use Them in Dam.**

Engineers for the Mountain Park Land Company are making tests of the sand found in the Cheat river with a view of using the product in the construction of the dam to be erected near the state line. So far the Cheat river sand has tested some time ago but was rejected unsatisfactory owing to a certain dirt.

This is the same sand that has been used in some of the locks on the upper Monongahela.

Additional tests are being made on the rock in the bedrock of the dam site. Tests of the rock strain revealed that it was insufficient to withstand the great pressure needed to make it suitable for dam construction.

Arrangements are being made to start actual construction on the dam with the advent of steady weather. The new road up the Cheat is ready under the press of construction.

**Physician Is Suicid.**

Frank L. Moore has brought suit against Dr. J. T. Burns of South Brownsville to recover \$10,000 damages. Plaintiff alleges the physician failed to perform the duties of his profession in the case of two fractured bones he sustained.

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## SOMERSET COURT RECORDS

**SOMERSET JURORS DRAWN FOR MAY CRIMINAL COURT**

**The Term Will Commence on May 20 When Wrongdoers Will Be Tried.**

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## THREE CARS PLUNGE FROM HIGH TRESTLE

**Albert E. Williams Killed in Serious Accident on O. & B. Branch.**

**WAS RIDING HOME FROM WORK**

**Big Steel Coke Rack Jumps Track While Crossing High Bridge and Falls Others With It—Passenger Train on Pennsylvania Delayed**

Albert E. Williams, aged 25, an employee of the National Glass Brick plant at Trotter was instantly killed late Wednesday afternoon when a car on the O. & B. branch of the L. & N. & Ohio jumped the track at the trestle near the Lafayette station. Williams was riding on the car and was plunged head foremost into it, smashing his head and killing him instantly.

The cause of the wreck is unknown. Brakemen riding on the train say that the accident came immediately after one of their number moved a car out of alignment while crossing the bridge. The car jumped the track and fell into Dunbar creek some fifty feet below. Two other cars were pulled with it. Before falling from the trestle they were dragged some distance, destroying the ties and twisting the rails from their position. One car fell on the creek bank, another fell on the Pennsylvania tracks and the third fell on the storage track below. The train was extra No. 1758 in charge of Engineer Shapo and Conductor Walt F. Walker who came from Ligonier.

Brakeman Francis Sullivan was on one of the cars crossing the bridge at the time of the mishap. He felt a jarring motion and knew something was wrong. Starting towards the rear of the long train he noticed one of the big steel hoppers out of alignment. Suddenly it gave a heave and plunged over the trestle. The train broke in two and air brakes set immediately. Sullivan had in the meantime made his way towards the front of the train and was clear of the bridge when the car went over.

Sullivan says he did not see Williams on the train, but after the first car had gone over saw a man fall and strike upon the upturned bottom of the gondola. The other two cars fell with a crash, but the emergency air held the rest of the train and prevent a more serious accident. Track walker James Trump also witnessed the accident, being working in that vicinity.

The wreck occurred at 5:20 o'clock. Williams, who is employed at the National Glass Brick Company, lived at South Connellsburg and was riding home from work. Traffic on the Pennsylvania was tied up last night for several hours. Week crews were sent out from the Baltimore & Ohio here and another one from the Pennsylvania to repair the damage. Both crews worked hard and had the track cleared by 9:30. Passengers on Pennsylvania train arriving in Connellsburg at 3:30 from Fultonsburg were transferred to cars of the and brought here.

The victim of the accident was aged 25 years and the son of Ben P. Williams of South Connellsburg. The family originally came from Wales and have been living at South Connellsburg for some time. The survivors are Thomas J. Williams, his brother and Mrs. Drew Cummings, Mrs. William Thomas and Misses Annie M. and Elsie A. Williams, his sisters.

The body was removed to the parlors of Funeral Director J. L. Sims and prepared for burial. Later it was taken to the home of the parents of the deceased in South Connellsburg. Funeral services from Pittsburg street Friday afternoon at 2 o'clock. Rev. B. Frank White pastor of the United Presbyterian church officiated. Interment in Hill Grove Cemetery.

Deceased was born in Wales September 9, 1886 and came to this country with his parents about 1 year ago. Since that time he has resided in South Connellsburg. He was a member of the United Presbyterian church and had been employed at the plant of the National Glass Brick works for about a year. Mrs. William Griffiths of South Connellsburg is an aunt.

**BRIDE TO HAVE BEEN IS HERE FOR THE FUNERAL**

Of Albert E. Williams Who Was to Have Married Her Next June

Albert E. Williams who met death in the freight wreck on the O. & B. Short Line of the Baltimore & Ohio railroad Wednesday afternoon was to have been married in June to Miss Emma, daughter of Mrs. Elizabeth McElroy of Morgantown. Thursday Miss McElroy arrived from Apollo to attend the funeral.

Rev. F. W. White pastor of the United Presbyterian church officiated in the services held Thursday from the residence of Mr. and Mrs. B. F. Williams, parents of the deceased. The funeral was one of the largest held in South Connellsburg for some time. The services were impressive. The floral tributes were numerous and unusually handsome. The pallbearers were D. B. Linderman, W. H. Leibfitter, William Lewis, George Soule, Peter McElroy and Clayton Campbell. Among the out of town persons here for the funeral were Mrs. J. B. Smith, Mrs. Mary McDonald, Robert May of Rockwood, Mrs. George Bonford of McDonalds, Mr. W. A. Davis, Mrs. Griffith, Thomas, Mrs. Thomas Williams, Mrs. Lewellyn Williams, David Simpson and David Lewis all of Morgantown.

Party at Walnut Hill A well-organized surprise party was tendered Mrs. Wallace Prinker at her home at Walnut Hill on Saturday evening. There were about 20 guests present. Mr. Prinker is the well-known conductor of the Meadow Mills car and moved to West Green street, Connellsburg on Monday.

## JOHNSTON IS HELD ON MURDER CHARGE

**Former Guard at Dumont Hospital Alleged to Have Caused Inmate's Death**

A verdict recommending that Bradley Johnston, former guard at the Dumont Hospital for the Insane be held to await the action of the grand jury on a charge of murder was returned by the Coroner's jury at the inquest into the death of John W. Siller at the Dumont hospital on March 25 from shock hemorrhage resulting from a fracture and concussion of the brain, resulting from a fall with Bradley Johnston, occurred March 23 immediately after the alleged assault. Johnston left the institution and packed his bags ready to leave the country for the old country where he has a wife and family in St. Louis. He was arrested by County Detectives O'Brien and Saddington on March 23 as he was about to enter a train at Ville Dugheux. Susan McCann, his wife, and his two sons, returned to Jersey City for the old country where he has a wife and family in St. Louis. He was arrested by County Detectives O'Brien and Saddington on March 23 as he was about to enter a train at Ville Dugheux. 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## FREIGHT TARIFFS BEING PREPARED

**Western Maryland Rates  
Will be Published When  
Word is Given.**

## PLANNING FOR THE TRAFFIC

**It Is Not Expected Scheduled Service  
From Pittsburgh to Baltimore Will  
Be Attempted Before July, When  
New Equipment is Delivered.**

It is said that track laying on the new Connellsville-Cumberland extension of the Western Maryland will be completed by April 20, and that the junction of this road with the New York Central will then be an assured fact. It is not expected, however, that through trains between Baltimore and Pittsburgh will be moving before June 1.

The heads of the freight and passenger departments of the company have collected the necessary data for the preparation of tariffs and they will be sent out as soon as President Robertson and General Manager Shepherd give the word.

Scheduled or competing service will probably not be undertaken before July, or perhaps later in the summer. By that time the delivery of the new equipment will probably have been begun and the Western Maryland will be in a position to enter the field as a competitor of the Baltimore & Ohio and the Pennsylvania railroads for Western traffic to Baltimore. It will then become a trunk line in reality.

The New York Central's vast business in steel products, manufactures, coal and coke for export has grown beyond its facilities for quick handling at New York and will be turned to Baltimore not only as a relief but also because of the natural advantages.

The Western Maryland Railroad Company has just awarded to the Sanford & Brooks Company a contract for dredging in the vicinity of its piers at Port Covington.

contract calls for a depth of water of 31 feet on each side and for the full length of the new pier and from the end of the pier to the regular channel which has long been established in the Patapsco river. The intervening space between the two Western Maryland channels is to be dredged out to the same depth.

The work will be begun at once, but it is not expected to be finished much before August 1.

## CONSUMPTION OF RAILS BY RAILROADS ON DECREASE

Last Year the Railroads Took Only  
2,822,750 Tons, Comparing With  
3,634,029 in 1910.

That most of the decrease in steel production last year resulted from poor buying on the part of the railroad companies is evident from the fact that the total output of steel rails was 2,822,750 tons, the smallest in three years.

The railroads, in fact, do not appear to be consuming as large tonnages in rails as they did ten years ago, notwithstanding a pronounced expansion in freight as well as passenger traffic. Then, again, the tendency has been toward heavier rails. The weight of the rail for popular usage has increased between 10 and 20 per cent over the last decade. Had purchases last year been based upon the weight of the rail per yard ten years ago production would not have been much over 5,000,000 tons.

As far back as 1899 this country produced 2,272,000 tons of rails, and in 1900, 2,335,000 tons. In 1901-2-3 production averaged close to 3,000,000 tons a year. It would appear from these statistics that the railroads are greatly in need of rails and it is because of the small purchases over the last several years that producers are experiencing hopes of an early buying movement.

Railroad producers are of the opinion that the output of steel rails this year will be much heavier than in the preceding year. Should the committee working on rail quality arrive at a definite conclusion as to what sort of a rail the railroads should buy, orders might show an improvement at once. As it is certain railroads are in the market for an aggregate of several hundred thousand tons of steel rails.

## PENNSYLVANIA PLANS TO TAP RICH SOMERSET COAL

Will Soon Begin Extension Along  
Shade Creek Into Virgin Field.  
Big Timber Tract There.

JOHNSTOWN, April 5.—It was announced yesterday that the Pennsylvania railroad engineers have begun surveys for the extension of the South Fork branch of the system into the heart of the Shade township, Somerset county, the general route to be followed being that of Shade creek. The extension will be 8 or 10 miles in length and will tap the best coal fields in Somerset county and an immense timber tract just across the Bedford county line, now controlled by McNeal of Winder. A town the size of Winder is promised in the new field within the next two or three years. It was stated yesterday that work on the proposed extension will begin within two or three months and that in time the road may be extended as far south as Berlin, Somerset county, where other immense coal tracts await development.

**March Coal Shipments Heavy.**  
CHARLEROI, Pa., April 5.—In spite of the fact that navigation was suspended several days, March has been the best coal month in the Monongahela river trade for a year. Shipments through Lock No. 4 amounted to 17,426 bushels, about 2,000,000 bushels above the average.

Subscribe for The Weekly Courier.

## P. R. R. ISSUES APPEAL AGAINST STRIKE VOTE

**Company Says It Cannot Afford to  
Increase Employees' Wages.**

NEW YORK, April 4.—The Pennsylvania railroad issued last night "an appeal to employees, stockholders and the public" explaining its position in refusing the demands of the locomotive engineers for an increase in wages. The strike ballot that had been distributed among the engineers claims, but not after any proof, the statement says, that the railroads should be able to meet the advance.

"The engineers must realize that the wages are liberal," the statement continues, "their treatment by the company in the past has been fair and the statement by its officers that the increase demanded cannot be met without a reduction of dividends or curtailment of improvements should convince them that it is unwise to press the demands and that they should vote accordingly."

Statistics are presented in the appeal alleging to show how the public has been since 1899 by the "reduced cost to the public" for hauling passengers and freight on the Pennsylvania and by many improvements "producing no revenue," expenditure for which, it is stated, must be continued. Meanwhile, the statement adds, passenger earnings per mile have decreased, taxes have increased and wages have increased both actually, and in proportion to every dollar earned by the company. Based on 1911 operations the increase would wipe out the company's surplus, it is asserted.

## MOUNTAIN PARK LAND CO. BUYS MUCH REAL ESTATE

**But Two More Important Lots Re-  
main to Be Secured for Big  
Dam on Cheat River.**

Deals for the purchase of 295 acres of land on the Cheat river have been closed by the Mountain Park Land Company. Only two other important properties remain to be secured by the company on its gigantic power proposition. These lots are in possession of the Kendall Lumber Company and it is thought that a transfer has been practically arranged.

Considerable interest is being manifested in the West Virginia Power & Transmission Company which has been organized for the purpose of transmitting and supplying power to West Virginia consumers. The company will handle the output of power derived from the Mountain Park Land Company's dam with the exception of one that used in the plant on the West Penn line.

In case the water supply in the Cheat cannot generate power at any time, a supply will be secured from the big dam here. The Mountain Park Land Company is preparing for active work on the dam construction.

**BONDS OVER SUBSCRIBED**

Many Eager to Take the Steel Corporation's New Issue.

NEW YORK, April 5.—Subscriptions running well above \$100,000,000 were received today by the banking syndicate composed of J. P. Morgan & Co., First National Bank, the National City Bank, Lee Higginson & Co., Kuhn, Loeb & Co., and the 420,000 bond issue recently authorized by the three subsidiaries of the United States Steel Corporation.

The subscriptions come from all parts of this country and Europe. The sale was not as high as a highly gratifying success from the standpoint of the bankers concerned, but gave a lift to the cheerful sentiment recently prevailing in financial circles.

**THREE WEEKS' SUSPENSION.**

Miners Decide to Await Result of  
Referendum on Scale.

Coal miners throughout Western Pennsylvania will remain idle until Monday, April 22, rounding out a three weeks' suspension in accordance with a decision reached Wednesday at the convention of District No. 5. The delegates decided to await the result of the international referendum vote to be tabulated April 26.

The poorly organized Meurer-Dutton-Armstrong field will be excepted, the men continuing at work with the companies paying the increased wages. There was general agreement yesterday that the Cleveland wage-scale compromise would be approved. John Mitchell addressed the convention, congratulating the members on gaining the Cleveland scale.

**PLENTY OF FUNDS.**

Pennsylvania Will Not Do Any New  
Financing This Year.

Contrary to rumor circulated in financial quarters last week, the Pennsylvania directors can it be stated on good authority, have not recently considered the question of new financing.

The session was preliminary to naturalization court which will be held this afternoon when those recommended by the commissioner will be granted their papers.

**GILDAY IS RE-ELECTED.**

Miners of District No. 2 Hear Result  
of Referendum Vote.

DUBOIS, Pa., April 5.—The delegates of district No. 2 yesterday heard the results of the election last November. President Patrick Gladys was re-elected as was Secretary Richard Gilbert. Thomas Purcell was elected vice president and George Bassett, Thomas Dargatz and L. L. Neurn, auditors.

District board members are as follows:

No. 1, George Crago; No. 2,

Haley Craig; No. 3, Richard Baxter;

No. 4, William Turnball; No. 5, James

Sullivan; No. 6, William Davidson;

No. 7, Hugh McClinty; No. 8, Frank

Walter; No. 9, Robert Lindy.

The local committee submitted its draft of the scale that is to be presented to the operators. There are 21 sections in the scale.

**Pension Bill Hearing.**

PITTSBURG, April 5.—The delegations to the convention of District No.

5, United Mine Workers, today voted to allow the miners of the Greensburg-Irwin field to resume work, pending the result of the referendum vote now being taken.

**Miners May Resume.**

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the result of the referendum vote now

being taken.

**Annual Coal Consumption.**

Estimates place the coal consumed on the oceans of the world at approximately 75,000,000 tons per annum, valued at over \$250,000,000.

## ILL ADVISED IS THE METAL TARIFF

**Republican Majority of Sen-  
ate Committee Raps Un-  
derwood Measure.**

## GOES BELOW MARGIN OF SAFETY

**Hearings Before Committee Indicate  
Widespread Opposition to Reductions—Committee Believes Figures  
Not Based on Accurate Information.**

WASHINGTON, April 5.—Ill advised and most unfortunate legislation, is the commentary expected today by the Republican majority of the Senate Finance Committee.

Democratic metals schedule revision, "the bill," the report declared, "would reduce the margin of safety and tend to destroy one of our most important industries, opening wide our domestic markets to foreign steel and iron products. It is not only unprofitable, but also fails as a revenue measure, as it would result in a deficit for which no provision is made, it is based upon open hearings, not upon any investigation of manufacturing conditions, labor cost, or other factors necessary to be known, it is not responsive to any need or necessity for a general revision of the rate of the present metal schedule, and should not therefore be enacted."

"Hearings before the senate committee," the report continued, "indicate widespread opposition to the reductions proposed."

"Your committee," the majority declares, "is of the opinion that a general reduction of metal schedules, not based on the most accurate and definite information possible to obtain would be dangerous. This bill makes an average reduction of about 30 per cent. So radical and unreasonable a reduction must result in either forcing manufacturers to reduce wages or to close their factories."

**IRON AND STEEL MOVEMENT.**

Imports for February \$1,687,309, and

Exports \$21,801,570.

Advance shipment of Month Summary of Commerce and Finance, issued by the Bureau of Statistics, Department of Commerce and Labor, place the value of imports of iron and steel manufactures for February at \$1,687,309, as compared with \$2,115,073 for February, 1911, and for eight months ended February 28, \$17,359,073, as compared with \$23,298,159 for same period of 1911 and \$24,157,500 in 1910.

Exports of iron and steel manufactures for February are valued at \$21,801,570, as compared with \$18,690,762 for February, 1911, and for eight months ended February 28, \$164,026,961, as compared with \$112,776,601, for same period of 1911 and \$111,184,177 in 1910.

The subscription line from all parts of this country and Europe. The sale was not as high as a highly gratifying success from the standpoint of the bankers concerned, but gave a lift to the cheerful sentiment recently prevailing in financial circles.

**RAILROADS LACK EQUIPMENT.**

Managers Believed to Be Watching  
Early Government Crop Reports.

There is reason to believe that the early Government crop reports will be awaited with keen interest this year than usual, particularly by railroad managers and officers of the equipment companies. Railroad men admit that the railroads are poorly provided with equipment, and if the crop prospect should hold through the next two months as good as it is now there will be something like a scramble to place equipment orders for early delivery.

The connecting link will mean that from Brownsville to Pittsburgh by way of Uniontown, Connellsville and Greensburg there will be no break in the line. All of the divisions are known as the West Penn except between Greensburg and Irwin, the Pittsburg-McKeesport and Greensburg subsidiary. The route will run through Snake Hollow and connect at Olympia park, near McKeesport. The new line will give residents of Irwin and other nearby towns a quick access to McKeepsport and Pittsburg.

**EMBRYO CITIZENS WERE  
PUT THROUGH THE PACES**

Applicants for Naturalization Papers  
Are Quizzed by the  
Commissioner.

UNIONTOWN, April 5.—United States Naturalization Examiner Theodore F. Schumaker spent the morning examining the applicants for naturalization papers who faced him here today. More than 30 were questioned, besides a number of witnesses. Several were rejected because their witnesses had qualified in other counties and neglected to bring their papers along.

The session was preliminary to naturalization court which will be held this afternoon when those recommended by the commissioner will be granted their papers.

**WILL SOON BEGIN EXTENSION ALONG  
SHADE CREEK INTO VIRGIN FIELD.**

**BIG TIMBER TRACT THERE.**

**JOHNSTOWN, April 5.—It was an-**

**nounced yesterday that the Pennsylvania railroad engineers have begun**

**surveys for the extension of the South Fork branch of the system into**

**the heart of the Shade township, Somer-**

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**lowed being that of Shade creek.**

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